

Notices of Firms

NEW FIRM.
A. E. SKEELS & CO.,
Telegraphic Address "SOBRINOS," Hongkong
(A.B.C. Code 4th Edition.)

**COMMISSION MERCHANTS,
AUCTIONEERS AND VALUERS.**
No. 17, PRAYA CENTRAL,
Under Messrs. Douglas LaPrall & Co.'s Office
Hongkong, 7th January, 1892.

NOTICE.
MR. H. H. KIRCH has this Day been admitted a PARTNER in our Firm.

EDUARD SCHELLHASS & Co.,
Hongkong, China & Hamburg.
Hongkong, 1st January, 1893. [5]

NOTICE

MR. JOHN HUGHES LEWIS is AUTHORIZED to Sign our Firm from this date.

DOUGLAS LARAIA & Co.

Hongkong, 20th December, 1829. [126]

Shipping.

STEAMERS.
DOUGLAS STEAM-SHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"HAILONG"

Captain Rosch, will be despatched for the above Ports, TO-MORROW, the 11th instant, at Day light.

Hongkong, 10th January, 1893. [79]

THE SCOTTISH ORIENTAL STEAMSHIP

FOR SWATOW AND BANGKOK.
THE Company's Steamer

"DEVAWONGSE,"
 Captain G. Anderson, will be despatched for the
 above Ports, on **THURSDAY**, the 12th instant,
 at 10 A.M.
 For Freight or Passage, apply to

YUEN FAT HONG,
Agents,
Hongkong, 9th January, 1893. [83]

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY.**

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and QUEENSLAND
PORTS, and taking through Cargo to ADE-
LAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"CATTERTHUN,"
Captain Shannon, will be despatched for the
above Ports, on SATURDAY, the 14th instant,
at 4 P.M.
This well-known Steamer is specially fitted

For Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Milk, Ice, &c., throughout the voyage.
For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 6th January. 1893. [72]

"UNION" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

Captain Morice, will be despatched for the above Port on or about the 14th instant, instead of as previously advertised.
For Freight or Passage, apply to

SHEWAN & Co.,
 Agents.
 Hongkong, 9th January, 1893. '43
 FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"PORT ADELAIDE."
 Captain Jamieson, will be despatched as above
 on or about the 14th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, 6th January, 1893. [1893]

"SHIRE" LINE OF STEAMERS.
FOR SINGAPORE, HAVRE, LONDON,
HAMBURG AND ANTWERP.

"PEMBROKESHIRE,"
Captain Gedye, will be despatched as above on
or about the 16th instant.

This Steamer has Superior Accommodation for Cabin Passengers and carries a Doctor and Stewardess.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.

Hongkong, 4th January, 1893. [1204]

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S. S. "STRATHCLYDE,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby requested
to send in their Bills of Lading to the

Undersigned, for countersignature and to take immediate delivery of their Goods from alongside,

Cargo impeding the discharge of the Steamer will be at once landed and stored ashore, the

Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Consignee's risk and expense, and no Fire Insurance will be effected. All claims against the Steamer must be presented to the Underwriter immediately on arrival.

will not be recognised.
DODWELL, CARLILL & Co.,
 Agents.
 Hongkong, 6th January, 1863.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

Intimations.

GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 31 PRIZE MEDALS and CERTIFICATES OF MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

The Analyst's report:—

"It is of unexceptionally good quality."
"Particularly pleasant to the taste."
"Decidedly tonic and sustaining."
"In every respect most satisfactory."

ARTHUR HILL HASSALL, M.D.

The Ideal temperance beverage.

DAKIN, CRICKSHANK & Co., LD.
Victoria Dispensary,
Queen's Road Central,
Hongkong, 17th October, 1892.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

HIGH CLASS CONFECTIONERY

CHOCOLATE CREMES, VANILLA PRALINES, SUGARED ALMONDS, BURN'T

ALMONDS, NOUGAT, JUJUBES,

TURKISH DELIGHT,

PARISIANS,

&c., &c., &c.

Of the Purest Manufacture and best quality.

DELICIOUS FRUIT JELLIES.

ASSORTED PINEAPPLE, LIME, DAMSON,
GUAVA, RASPBERRY, STRAWBERRY,
PLUM, &c.

Very suitable for table use.

CALLARD AND BOWSER'S

BUTTER SCOTCH, ALMOND ROCK and
EVERTON TOFFEE.

CADBURY'S CHOCOLATES

In great variety.

CRYSTALLIZED FRUITS, MUSCATELS,
ALMONDS AND FIGS

FANCY BOXES.

A large and varied Assortment of
ARTISTIC DESIGNS.

TOM SMITH'S CRACKERS,

A TASTEFUL AND WELL ASSORTED STOCK.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1847.

Hongkong, 7th January, 1893.

BIRTHS.

At No. 4, Kowloon Terrace, Kowloon, on the 9th instant, the wife of ROBT. C. DIXON, of a daughter.

At No. 25, Quinsan Road, Shanghai, on the 5th January, 1893, the wife of S. A. DE SOUZA, of a daughter.

On the 6th instant, at 13 Whangpoo Road, Shanghai, Mrs. GALLIE, of a daughter.

DEATH.

At Shanghai General Hospital, on the 5th January, 1893, ROMAO FRANCISCO PEREIRA, aged 65 years.

The Hongkong Telegraph.

HONGKONG, TUESDAY, JANUARY 10, 1893.

TELEGRAMS.

THE SOCIALISTS IN GERMANY.

LONDON, January 8th.

Unrest is felt at Berlin owing to the general strike of miners in Westphalia and the Rhine provinces.

The Socialists are active and a repetition of the events of 1892 is feared.

THE WEATHER IN ENGLAND.

A rain has broken the intense frost of the last fortnight.

THE BRITISH MISSION TO MOROCCO.

A small military diplomatic staff will accompany Sir J. West Ridgeway, the special envoy to Tangier.

THE HOME RULE BILL.

The Daily News says the Home Rule Bill includes a clause limiting the number of Irish members at Westminster to one third of their present number.

THE PANAMA QUESTION.

The Standard states that Russian emissaries have arrived at Kabul with the view of persuading the Amir to enter into an understanding regarding the Panama Canal with the knowledge of England.

THE PANAMA SCANDAL.

There is another sensation in Paris. M. Balhaut, Minister of Public Works when the Panama lottery was issued, is implicated in the scandal, and it is alleged that Balhaut and Blondin, his secretary, received one million francs.

THE "HOWE" COURT-MARTIAL.

Admiral Falfax has been tried by Court Martial for the grounding of H.M.S. Howe and acquitted.

LOCAL AND GENERAL.

THERE are 2,500 candidates for the Japanese medical examination to be held in April next, among whom are thirty females.

THE United States flag-ship Lancaster is hourly expected from Shanghai. She was detained inside Woosung by the 'heaven-sent barrier.'

WE are informed by the Agents of the Messageries Maritimes Co. that the Company's steamer Sydney, with the next French mail, left Saigon at 5 p.m. yesterday, for this port.

YANG JU, an Imperial clansman, formerly Taoist Priest, and recently in mourning, has, says the N. C. Daily News, been appointed Chinese Minister to the United States, replacing Tsai Kuo-yin.

WE regret to learn that Captain Samuel Ashton is in such a weak state of health that it was found necessary to remove him this afternoon to the Hospital, where he is to undergo an operation for dropsy.

WHEN one judge makes a great noise in the precincts of the Court, and the other judge sends out a couple to enforce order, (as in the Hongkong Supreme Court) there is a prospect of very amusing developments.

THE Scotch Ball on Friday, we are informed, is certain to prove a great success. The effects of the hard times in which we live have been felt, but the subscription list has nevertheless far exceeded the most sanguine anticipations.

MR. C. T. GARDNER, at present Consul at Hankow, will, we have good reason to believe, succeed Sir Chaloner Alabaster (retired), as British Consul-General at Canton. Mr. T. Walters will then have an opportunity of distinguishing himself at Foochow.

SAN FRANCISCO papers report the 543rd burglary for the year in that city, the victims this time being the firm of Mendelson Bros., Chinese and Japanese Importers. The thieves were successful in getting away with \$2,000 worth of the finest silk handkerchiefs in stock.

A LOT more powder has been wasted to-day in useless saluting. We met His Excellency the Governor in Wyndham Street, on his return from visiting the French Admiral, and thought he looked in remarkably good condition. The gorgeous cocked hat was a conspicuous feature.

THE Japanese Department of Communications notices that the Kanabuse Beacon Light, in Shimoda Bay, which had been discontinued pending the repairs being made in the illuminating apparatus, as notified under date of the 23rd May, 1892, will be re-exhibited from the 15th January, 1893.

THUS a Japan contemporary on what it says is the "unusual appearance of Fuji-san"—"Fuji is observed to be bare at a point about one-third of the height from its summit on the south-eastern side. It is a little above the point of a similar peculiarity observed in 1891. An earthquake is again feared by the Japanese."

THE Shropshire Light Infantry beat the Hongkong Football Club by four goals to nil at the Happy Valley yesterday afternoon. And somebody, who apparently knows a little about football as he does of descriptive reporting, contributes over a column of third-class gutter-anecdotes moving contemporary. Quantity not quality is Granny's motto.

THE inquiry into the collision near Yokohama harbor between the steamers Zambesi and Hokumaru commenced at the British Consulate, Yokohama, on December 30th, before Mr. Troup, British Consul (president), Lieut. Hayes-Sadler of H.M.S. Landor, and Capt. Bailey of the Tartar. The finding of the Court, absolved Capt. Edwards of the Zambesi from all blame for the occurrence.

THE Northern Territory Times says that "Sequel to a medicine man, has been effecting cures in southern towns which are little short of miracles. We have this on the authority of our exchanges and of a local Justice of the Peace, who recently saw the medicine man effect an astounding cure." We had been told by the real original artist, when he was here, that some of his crowd would go to Australia; so that we are afraid this is an impostor.

IT is reported that a row occurred the other day at the Chinese Consulate, Chemulpo, an attack being made by a crowd of Koreans owing to a fight between a Chinese and Korean, in which the latter lost his life. The Korean authorities quelled the disturbance, but the Chinese Consul, fearing a fresh outbreak, wired to Tientsin for men-of-war, and fresh developments of an exciting character are expected.

WE understand that Mr. T. L. Pore, for years past one of our leading brokers and at one time favorably known in connection with the Burns Company, has been appointed bookkeeper to the Hongkong and Whampoa Dock Company, vice Mr. M. G. Parlane, deceased. It is said there were about a dozen candidates for the position, nearly all of them brokers, who, like poor old O'Brien, have found their occupation gone. True or false.

FOR what we have received, etc., etc. The Court Circular in the Peking Gazette of the 13th ult. says:—"Today His Majesty ascended the Throne in the Ching Kung Tien and received in audience the British Minister O'Connor." We sincerely hope that "Her Most Gracious" Government is quite satisfied with the distinguished (?) reception accorded to the representative of British Majesty by the Son of Heaven. Reciprocity, strictly enforced, in our diplomatic relations with Chinese Ministers and Embassadors might have a good effect. The experiment is worth trying.

THE Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the steamer Catherine, after from Calcutta, left Singapore to-day, for this port.

LI HUNG-CHANG has publicly announced that he intends remaining in Tientsin during the current winter, instead of going to Peking as of old. China's "Grand Old Man" has evidently recognized the necessity of taking every precaution to safeguard a life which is still of incalculable value to his native country.

A VANCOUVER correspondent informs the Japan Advertiser that the steamer Zambesi, well known both here and in Japan, has been chartered by the Puget Sound and Hawaiian Trading Co., a company just formed, and will run between Puget Sound, Vancouver and Honolulu. Capt. Ross has been engaged to bring her over. If she is too much damaged by the recent collision another boat will be engaged.

THERE are three letters in this morning's Daily Press under the heading "Hongkong and Hydrophobia." Which is the biggest blot of the four—the three correspondents, or the Editor who published their nauseating and senseless twaddle—can only be a matter of opinion. The Daily Press never was conspicuous for decency or good taste, but this latest exhibition must simply mean mental incapacity.

THE report of the Japanese emissaries who recently returned from Mexico, whether they had been despatched to investigate the suitability of the country as a field for emigration, has been admitted to the Foreign Department. The Advertiser says that the despatches do not contain the country in its present condition a good field for laborers who intend to stop a few years in the country and then return, but thinks it offers considerable inducements to emigrants who have capital to buy land and are willing to settle down and cultivate it.

LATE Melbourne exchanges state that smuggling is being carried on to such an extent by the crews of steamers arriving from China that the Chinese Minister of Customs, holding the view that the masters of the vessels are largely responsible, has determined to throw the responsibility on their crews. A notice has consequently been issued to the effect that masters take steps to prevent their crews landing contraband goods, the section of the Customs Act which empowers the department to seize any vessel will be vigorously acted upon.

IN consequence of the enthusiastic success which has been achieved by the "Sons of Neptune" in their original and popular descriptive entertainment "The Voyage of H.M.S. Albatross," arrangements have been made for two more performances, on Saturday next (14th) and the Thursday following (16th), when the Tamar will be here. But for the fact that many of the Albatross's loyal crew leave for home shortly, we feel sure that the piece would have as long a run as any of the most successful Hongkong pantomimes; and it certainly has been better enjoyed and supported.

A CORRESPONDENT at Chefoo writes to the N. C. Daily News under date the 3rd ult.:—"A much respected member of the community died suddenly yesterday, Mr. E. F. Ottaway, of the Customs out-door service. He was well and favourably known to the seafaring world of these regions, and made himself held in respect by every one with whom he came in contact, by his obliging and energetic conduct. The season is quite marred by his very sudden end, and much sympathy is felt for his widow and three young children.—The weather is very fine at Chefoo just now, but business dull as usual at this time of the year."

THE Osaka Pu Assembly was suspended on the 25th ult. owing to sickness among the members. At a meeting held on the previous day a large majority of the members of the Assembly voted in favor of memorializing the Home Minister for the removal of the Governor, Mr. N. Yamada, and the Chief Superintendent of Police, Mr. Yamashita, on the ground of official interference in the February elections. This proposal, however, was opposed by a determined minority, who maintained that the Assembly had no right to take such a step. The discussion waxed so warm that the members eventually resorted to blows to enforce their attitude, with the result that the meeting was brought to a close amid the most disorderly scene.

THE Torres Straits Pilot says:—"We presume that in diving as in all other mundane matters the sense of humour sometimes enters. A story is told to the effect that a few days ago, while one of the local divers was down looking for his life-line, he discovered something to be wrong with his line. He followed the line up and found it had somehow got into the hands of a large alligator! This in no way was acquired by the diver, for we next hear of him releasing the line as with much melancholy as one might exhibit in taking the leg rope off a peaceful old milker. We do not wish to rob the diver of his opinion that it was really and truly an alligator, but to the majority of shore men it will probably look considerably 'like a whale.'"

SOME months ago (says the Japan Herald) a collision occurred between the N. Y. K. S. S. Hiroshima Maru and the Japanese despatch vessel Kure-han, in which the latter had to be beached to prevent her from sinking. A court of enquiry was held by the Mercantile Marine Bureau to decide as to which vessel was to blame, but strange to say the result has never yet been made public. This is so totally opposed to the ordinary practice of the Department that a strong suspicion has entered ground that the Captain of the Hiroshima has refused to acknowledge a naval officer in the wrong. Whether this solution is the correct one, we cannot say, but appearances favor it. In any case, it is only justice that the decision should be published, especially if it tends to clear the memory of Capt. Pynes, who has died since the occurrence.

AT a meeting of the United Service Lodge, No. 1341, last night, Wor. Bro. Lewis was installed as W.M. by the D.D.G. M. Wor. Bro. E. C. Ray, who was assisted by the Officers of the D.D.G. Lodge. The following officers were invested:—
W.M. Wor. Bro. J. Lewis, D.D.G. L.P.M. W. L. Ford, P.D.G.S.E. S.W. H. J. Watson, D.G.S. J.W. T. Spafford, D.G.S. Secretary G. W. Duggan, P.D.G.J.W. J.D. G. E. A. Hollis, D.G. D.O. J. Moffat, D.O. L.G. B. W. Edmunds, Steward J. Wyle, Tyler J. Maxwell.
After the ceremony the brethren sat down to the usual banquet and loyal and Masonic toasts were duly honored, etc., etc.

THE N. C. Daily News says that another old China hand has been taken away in the person of Captain A. H. Alabaster, who for the last thirty years has been associated with commerce on the Yangtze. He died at Chinkiang on the 25th ult. at the age of 61. The genial old man, says our contemporary, will be much missed.

A JAPANESE paper, the Osaka Mainichi Shimbun, publishes the following telegram:—
Tokyo, January 1st, 1903 a.m.

The Committee of the Naval Department has decided that the Chikuma disaster was caused through the neglect of her crew. On the 18th instant, or thereabouts, the Naval Minister will announce the sentence against the Chikuma survivors. The penalty is believed not to be heavy.

AS we stated some time since would certainly be the case, Sir Chaloner Alabaster will not return to London to resume his duties as British Consul-General. In fact he has resigned his position in the Consular Service and retires on a well-earned pension. His health is given as the reason for Sir Chaloner's retirement, but it is an open secret that when he left Canton he had no intention whatever of returning. Alabaster was one of the ablest and most independent of British consuls in this part of the world, and he will be greatly missed.

SAYS the Shanghai Mercury:—"The attention of investors and the public is invited to a table compiled by Mr. J. A. Sullivan, showing the appreciation and shrinkage—almost indeed entirely shrinkage, for the other quality is almost non-existent—in locally held stocks, in the space of one short year. The result is little short of appalling and is to be accounted for largely by the number of alleged misdeeds which have been 'planted' upon Shanghai by certain philanthropic gentlemen who shall be nameless for the present, but who, had they the misfortune to live in England, would certainly have been taken to task long ere this. The tale disclosed by the analysis ought to be a caution to all future dabblers in distant El Dorados, but when we recollect that the disastrous reasons they were taught in Selangor are far to conclude that of Shanghai speculators is an individual like those of old whom the gods made mad before utterly destroying."

TO-DAY'S SHIPPING RETURNS.

Inward.
Wong steamer, from Wuhu.
Yarra " " Shanghai.
Hangchow " " Canton.
Angao " " Nagasaki.
Lien Shing " " Swatow.
Kiamun " " Singapore.
Aggregating 8,721 tons, register.

Outward.
Lyeemoon steamer, for Wuhu.
Fooking " " Singapore.
Fushun " " Canton.
Formosa " " Swatow.
Hangchow " " Shanghai.
Nagasaki " " Amoy.
Shanghai " " Swatow.
Slam " " Amoy.
Aggregating 9,321 tons, register.

OUR old friend the Pales still belongs to Uncle Sam's inviolable Navy, which therefore is in a position to defy the world in arms. They wanted \$50,000 for the oil heater the other day at Nagasaki, and as the highest offer was \$30,000 this magnificent specimen of antique naval architecture continues to adorn Nagasaki harbour and to flaunt the grand old stars and stripes in the face of all-comers. We must really get rid of this terror of the Eastern Seas on international grounds, and when Admiral Harmony comes down here we intend, through the courtesy of our friend Dr. Symons, the deservedly popular United States Consul at this port—and who, with his accomplished wife, we shall all miss when the spoils of the Presidential campaign have to be divided to challenge the Pales for a race round the Cape with a very own yacht, the fast and powerful Montara, a contest which, if it comes off, will knock all the races for the America Cup far into—well, the outer regions, as Charley Mitchell will knock Dandy Jim Corbett the first time they meet in the gladiatorial arena.

SUPREME COURT.

IN SUMMARY JURISDICTION
(Before Mr. E. F. Akeroyd, Puisne Judge.)
January 10th.

LODGING HOUSE DISPUTES.

Yeong Wong Shih, wife of a Chinese "mandarin" unemployed, and absconded, sued Choi Si Heng and another for \$1,000 damages for illegal detention and arrest for the amount of a bad bill.
Mr. Phillippo addressed the court at some length in defence, urging that the arrest of the plaintiff by the lodging-house keepers was not malicious nor without reasonable and probable cause, though it afterwards turned out that they were claiming more than she was liable for. He urged that the wife had admitted liability for her husband's board bill after the husband had gone away, so that the defendants were to be excused for making the mistake of suing her for the full amount. She had acted dishonestly all through, adding her husband to escape from his debts, and then continuing to obtain board and lodging for which she knew she never could pay; thus she had deliberately cheated the defendants, and did not deserve damages.

Mr. Hastings in summing up for the plaintiff discussed the nature and degree of the arrest suffered by plaintiff from defendants. He then showed that the plaintiff could not possibly be liable to be sued for any of the money, even if she was not, and therefore the arrest was unwarranted. It was not possible for the defendants to plead that the offence was a pure mistake, made in good faith, for they had fraudulently altered their books, so to show the wife's liability and bolster up their case.

Mr. Phillippo protested against the imputation of fraud to defendants freely admitted having altered their books, and there was no fraud at all.

Mr. Hastings repeated that it was deliberate fraud.
Mr. Phillippo said that was not true.
Mr. Hastings went on to show that, as proved by the books, the alteration was made exactly at the time when the action was commenced, not when the man went away. Finally he dwelt on the amount of damage done to his client in having "lost face" and been in gaol.
Judgment reserved.

IN BANKRUPTCY.

(Before Mr. Filding Clark, Chief Justice.)
THE H. & K. BANK COMPANIES' LIQUIDATORS.
Chan Kim Yai, who had filed his petition in bankruptcy, was called up for public examination by the Official Receiver, and stated—

was sole master of the Yik Mau shop, dealing in opium and cotton yarn. I started this business at the end of 1890. I had a capital of \$80,000 in cash. It was a new business. I bought goods with part of the money, and put the rest out at interest. I at first managed the business, and I know the books. I have no balance sheet, but at the end of each year I made up my accounts: at the end of the first year they stood—credit of Yik Mau, \$15,072.86. Part of the money was lent out, and put was put in the Wing Tung Yang Bank as capital. I did not actually lend money, but bought goods for other people.

I reply to His Lordship, the Official Receiver, that he had not been able to obtain information about the Wing Tung Bank figures but the bankrupt had had notice and ought to be able to give all details about the Yik Mau. The books appeared to show that the Yik Mau was bona fide cotton yarn and opium business, not mainly a money-lending concern.

Witness, continuing:—Out of the \$60,000 I took to credit of the firm at the end of the year, \$50,000 was invested in the Wing Tung Bank shares, and the rest, about 30,000 taels, money due for goods bought on behalf of others. Thus the opium and cotton business, as separate from the loans made in bank shares, resulted in about 30,000 taels due to Yik Mau, and about 15,000 taels due to Yik Mau, which made a loss on the year's opium and cotton trading, about \$3,000 or \$4,000. On the opium business in the next year the Yik Mau made a profit of about \$8,000, and the following year, a further profit. He attributed his present insolvency to the sopping of the bank, before which he had considered himself a wealthy man, with a flourishing business. The bank stopped about 31st March last. The bank had \$22,000 of his money on deposit, which during February, up to the time of the bank's failure he had paid in up to \$100,000 on deposit, besides his \$36,000 in shares. When the bank failed, the total on deposit was \$128,000. He had made very large deposits, because Lo Hok Pang, who was chiefly concerned in the Wing Tung, asked him, in order to save the bank from closing.

Examination adjourned till to-morrow in order to give the books translated and put in better order.

NOTES FROM CHINESE PAPERS.

Two notorious freebooters recently fell into the hands of the Tungchow soldiers, set out to secure their arrest. Much importance was attached to the apprehension of these outlaws, as Victory had ordered their capture, and furnished the parties charged with the arrest with a description of the men.

A line-constructing party sent out by the Telegraph Service, having ventured too near the sacred soil which contains the remains of Prince Ching, was ordered away by the custodians of the royal sepulchre, and told to erect the poles a 1/2 north of the tomb, so that the jungles of the place might not be injured.

The Shanghai leader of the late and late gives a resume of the Russian Baltic fleet, and warns the Chinese Government that although these in power seem to consider Russia formidable only on land, the statistics given of the Baltic fleet, leaving aside the Black Sea, Siberian, and various fleets cruising about the waters of other countries, go far to show that Russia as a Naval Power is far and away superior to anything China can show at the present day, and that Russia's rank at sea may be considered equal to any first-rate Power. "Shall China then," says the writer of the article, "prepare for a struggle with Russia on land only, or should we not be ready for her fleets also when the time comes?"

The approaching end of each year is generally the harvest time for the pirates and robbers of Kiangtong, the reason being obvious in that every one who is lucky enough to be creditor always collects back his money at this time, and debtors who wish to bear a good name generally carry money with them to pay their creditors. The near end of the present year has been no exception to the general rule, and the passenger boats running in the inland waters have been continually waylaid and the luggage &c., and the passengers carried away by the robbers and pirates who abandon their sea hunting grounds and flock inland for the purpose. No less than sixteen parties of the robbers have been reported within this month (to the 5th inst.) accompanied in some cases with loss of life whenever resistance is attempted. The authorities continue to supply.

A remarkable freak of nature is reported from Nanking, even more curious than the famous Siamese twins. Says the Nanking correspondent of the Shinghai:—"The other day, a Kiangsi man came to this city bringing with him his two sons, aged about eight, who were in no way different from their fellows in face and form, but with the exception that they were connected with each other by an arm-like piece of flesh, as thick as a man's arm, and joined together just below the navel, thus making the twins to stand face to face. On examination, the 'connecting loop of flesh' was a perfect piece of flesh with blood passages, and veins running to and fro. The twins were dressed like ordinary boys of their age, and the connection was also covered by a cotton wadded appliance like a cuff or wrist-band and joined together by ordinary buttons and loops. When they walked they had to move side-ways or shoulders first, like the peregrinations of the crab. Nor did they seem to be any difficulty for them to sit while the other twin never fell asleep at the same time, for while one slept the other was sure to be awake, taking turns in this manner. The twins have had audiences of all the authorities at Nanking, crowds collecting around them whenever they went about the streets with their father, and much interest is centred in them. It seemed to some European doctor as to the feasibility of severing the connecting piece of flesh, but there are doubts whether such a course could be successful.

While on a voyage to Canton, not many days ago, a Sika passenger boat was despoiled by a band of clever rogues who took passage in her. The ingenious manner in which they effected what about their business is worthy of narration, as a young woman was introduced to play an important part in carrying out their preconcerted plans. On the boat leaving their usual starting point, a score of thieves took passage in her, and settled themselves in all parts of the boat. The vessel having proceeded some distance on the voyage, a couple of female passengers were seen on the bank looking at the boat to stop and take them on. One of the prospective travellers seemed a respectable young woman and the other a servant-maid. On being strongly entreated, the captain yielded to their requests and took them on board, and a room was assigned them. The male passengers for this time had become familiar with one another and engaged in a

general conversation. Conscious amongst the assembly was one of the thieves, who monopolized the attention of the boat by his stories and anecdotes. Having made himself the centre of attraction he, to please his audience still more, offered to perform tricks for the amusement of the crowd. He forthwith produced from his pocket a live snake of no insignificant size and began playing with it. He made the pet crawl into his mouth and about his person and go through various movements. He then told the spectators that any one could play with his snake which he said was harmless and very good tempered. With this he handed the reptile to his accomplice sitting next to him. But hardly had the man touched the snake when he let it drop, crying out, in terror, that the snake was of a most venomous kind. Then he clamoured to have the snake caught. In the meantime it had crawled away. An animated hunt was accordingly made and the traitor reptile was captured. Shortly after the commotion had ceased the lady passenger informed the captain that in the hunt for the snake somebody had stolen a gold bracelet from her. She insisted upon the captain searching the passengers. When nearly every one had been searched the lady told the captain to stop as she had found the missing article in her toilet case. The passengers, whose pride was much injured by having been put to the humiliation of being searched, became very indignant with the lady. One of the thieves suggested that some punishment should be given her and proposed that she should be an apology. The young woman on hearing this expressed her willingness to make amends in this way. Having obtained the p from the boat, people she began to pour out cup by cup and then served it to the offended passengers. The attractive looks of the pretty waitress created quite a sensation amongst the passengers, who were eager to accept the tea from her, which they gulped down with intense satisfaction. The result of or drinking the beverage was that all the passengers were soon seized with a dizziness which ended in fainting. Taking advantage of this, the thieves, who of course had not intended, began ransacking the boat and made off with the treasures, which they had planned so deeply to secure.

TO FAR CATHAY.

XIV.

STEAM ON THE YANGTZE.

From Shanghai to Hankow is a distance of some 600 miles, and that long stretch of waterway has been the scene of an active and ever-increasing steam-traffic since 1865, although until 1865 it was more or less tentative. Hankow has been made of the high freight earned on the Yangtze in the golden years of this river-service, but in the year 1865 began another remunerative branch of traffic, the conveyance of emigrants from the interior to the coast, where they embarked for the West Indies, Mauritius, and at that time, the Pacific Slope of the American Continent.

To understand the importance of this traffic one must grasp the peculiar configuration of China. The Yangtze flowing from west to east practically divides the Empire into two equal parts—eight provinces being situated on each bank of the river, and two partly on one side and partly on the other. In its upper courses the Yangtze runs through high mountain-land, but for quite one-third of its length the lower courses are through rich alluvial valleys, after leaving the mountains at the Ichang Gorge. Then it is fed by innumerable tributaries connected by canals which spread far and wide. Altogether the Yangtze drains an area of half-a-million square miles of the richest and most populous parts of China. The river Han, on the mid-floods of which, at the junction with the Yangtze, Hankow is built, is itself navigable for a thousand miles to the north-west. Hankow and its surrounding affiliated towns are said to have once had a population of five millions, which is probably an exaggeration, but the population to-day cannot be less than a million.

After Hankow was opened to steamers the trade of Shanghai rapidly quadrupled, and the river traffic is taken up to the extent of nine-tenths by steamers, although the native junks still throng the waters. Steamers of about 2,000 tons capacity leave Hankow almost daily. When Ichang, 400 miles higher up, was made a free port, the trade of Shanghai gained another enormous increase, although Ichang is a poor place compared with Hankow. Yet, by the way, Ichang is on the border of one of the richest coalfields in the world, which has yet to be developed, and the developing of which will cause another revolution in the China steam-trade.

A great traffic comes down through the Gorges in native craft to Hankow, there to be served by the steamers. It must come this way because the Yangtze is practically the only line of communication between the west and east of the Empire. Roads do not exist, save in the form of foot-paths between the towns and villages, so that all goods are conveyed, and all long journeys taken, by water. There are, it is true, traces of splendid paved roads of the ancient dynasties, but these have been in disuse for centuries, and China is essentially and peculiarly a land of water-traffic.

And so it comes about that an immense human stream is always pouring down the Yangtze, as well as millions of tons of merchandise. The emigration became soon so great, after the steamer service opened, that the Hongkong Partnership Act had to be put in force at all the Treaty Ports, under the charge of the Consul. From the ports, again, the emigration gave a large employment to German and American, as well as British, vessels.

The coolie trade which sprang up at Macao, and was mainly conducted by the Portuguese, was repeatedly lucrative for those engaged in it, but it was an atrocious business, being little better than slave-trading. It was in the hands of coolie-brokers (some of whom were Chinese), who collected and swindled the poor wretches from the interior and shipped them off to the guano-fields of Peru. But this is not the kind of passenger traffic carried by the Yangtze steamers.

With 1864, then, began a new development in the steamer service of the

capacity of 600 tons deadweight, or 3,600 tons measurement; the *Hankow*, 840 tons deadweight, or 5,040 tons measurement. Each of them could carry, besides Europeans in the saloons, 1,200 Chinese passengers. They steamed about 13 knots, with an indicated horse-power of 1,400 in the case of the *Szechuan* and *Peihai*, and 1,800 in the case of the *Hankow*. They were beautiful and finely appointed boats, all of iron, and very strongly built to stand both the voyage out and the wear-and-tear in China, where steamers are often grounded when fully loaded. The upper structures were all of the lightest possible wood, so as to lessen the top weight, and the passenger accommodation was all placed above the main-deck. The engines were of the American "walking beam" type, but of special construction. The *Hankow* is said to have cost £70,000.

With three and four masted boats, the *Hankow* has begun a daily service of some of the finest cargo and passenger boats in the world—certainly not approached by any purely river-boats that we know of. English readers are not familiar with the perfection and luxury of steam travel in China, which they are apt to think of solely in connection with junk and sampans and sedan-chairs. This is what Mr. Spencer Percival, who made an expedition to the Up or Yangtze two or three years ago, writes about it.

"The steamers that ply on the Lower Yangtze are a large and commodious fleet of boats. The *Nanking*, the name of the boat that was to carry us to Hankow, a vessel registering close on two thousand tons, and larger than some of the ocean-going steamers—was most comfortably and luxuriously fitted out. The saloon, about 50 ft. by 30 ft., was a compound of white enamel, bird's-eye maple, and gilt-iron, well lighted, well ventilated, and well kept. A good and thick carpet was placed on the floor; the most comfortable of all lounge-chairs invited you to come and take things easy, sofas and chairs all being covered with green leather; while the most scrupulous cleanliness, evident everywhere, gave an outward and visible sign that our lines were rich in pleasant places. At one end of the saloon stood a handsome and fine-lined piano, a violin, and some rooms of music," etc., etc.

At Hankow, it is worth remembering, used to be concentrated the banking system of China. Before the Taiping rebellion it was *par excellence*, the city of bankers and Exchange houses, by the hundreds are said to have counted their wealth by the hundreds of thousands. Most of the spare capital of the Empire, both north and south, used to find its way to Hankow, to be lent out at what undoubtedly were exorbitant rates, but which the native merchants seemed quite able to pay and still make large profits on their operations up and down the river. The rebellion smashed up the Exchange-houses and cash-shops, but in place of them have grown up several large banking establishments, which, by a good deal in advancing money to the tea-growers, or to the tea-merchants to enable them to gather in from the small growers up country.

At Hankow are owned large numbers of the junk and tea-boats which still compete for the river-traffic, and some of the English and American firms who have established branches there also own fleets of sailing-craft for the conveyance of heavy and low-priced cargo between Hankow and Shanghai. The average size of these sailing-craft will be about fifty tons, although numbers of them run very much larger.

As for the Taiping rebellion, which checked back Chinese progress so much, and thereby retarded the development of our own trade in China, it was, perhaps, an instance of where missionary enterprise has been detrimental both to commerce and to civilization. It is said by those who know the country well that the Taiping rebellion can be attributed to the unnecessary aggressiveness of the missionaries, and the fanaticism of their favourite convert, Hong-Hsin, been. But that is a subject which we need not pursue here.—*Fairplay*.

SCIENTIFIC AND USEFUL.

An unsinkable yacht is to come. The pendulum is to be abolished. A scientist computes that there are during the summer 7,324 ill to every man.

An electric lamp without a filament is the next electrical improvement we are promised. Boots made of twisted rope are employed in France by people who have to walk long distances. They do not blister the feet as leather shoes do.

An alleged method of generating electricity for power, by means of electric sand is being tested in New York and attracts much attention.

By the aid of nineteen observatories scattered over the globe, the late Admiral Mouchez of France, prepared a map that brought nearly 50,000 new stars within human ken.

Water-proofed sheet-paper, stuck together by a special process and compressed by hydraulic power, has been found in Germany to make a material sufficiently strong not only for the soles of boots but for horse-shoes.

Nico is the name of an explosive which was recently introduced to a number of tests at quarries near Melbourne. It is intended for use for mining purposes, to supersede powder and the various nitroglycerine compounds. In the experiments the large quantity of rock loosened by moderate charges of the explosive clearly demonstrated its power.

How long the experts are again figuring up how long the world's supply of coal will last, said Professor H. C. Dunmore at the lecture "These figures suggest the fact that when the timber above and the coal below ground are burned up we will have to step out to the sun and wear our greatcoats in the parlor during the winter months in order to avoid freezing. Now, the coal and timber supply will probably last until man discovers a substitute. My opinion is that a century hence very little wood or coal will be used for fuel. We may learn to store up the sun's heat so that it can be utilized at will; but the successor of wood and coal for heating purposes will probably be chemically generated gases. This is a progressive world, and it will manage to keep warm regardless of the supply of old-fashioned fuel."

BITS OF INFORMATION.

Romans wore silk A.D. 81.
New York has 100,000 Italians.
The electric line was invented in 1854.
The average watch has ninety-eight pieces.
The life of the average dog is thirteen years.
The city of London covers 687 square miles.
Emperor Charles V carried a 27-pound watch.
The first iron casting in America was done in 1664.

Bombshells were first made in Holland in 1495.
France has 6,000 lawyers; the United States 70,000.
The first pipe organ was made by Archimedes, B.C. 320.
Jarrach, of Australia, is the most indestructible wood.
There are thirty towns called Washington in America.
One inch of rain means 100 tons of water on every acre.
About a quarter of the people in Paris live in apartments.

Extreme heat is more fatal to human life than extreme cold.
Oysters feed on mussels—the minutest form of marine life.
The Gatling gun was invented by Gatling in the year 1861.

Dickens wrote twenty-four books, containing 1,733 characters.
A full-grown elephant is capable of carrying a load of 20 tons.

San Domingo is the oldest existing settlement in the New World.
Yawning is caused by a deficiency in the air supply to the lungs.

All twisted boring tools are said to be of American invention.
An ice yacht has been known to travel a mile in a minute to a condenser.

As a rule, a man's hair turns grey five years sooner than a woman's.
Six hundred colored men in Chicago are married to white women.

The population of Greenland has increased 5 per cent in the last ten years.
Electricity was first transported from place to place in portable form in 1881.

In France there are now in existence 4,822 clubs, with 277,155 members.
A human body, when cremated leaves a residuum of about eight ounces.

One-third of the deaths among the American Indians are due to consumption.
The year of greatest growth in boys is the seventeenth, in girls the fourteenth.

The number of deaths in the entire world in a century is estimated at 4,500,000,000.
Many able authorities state that our first ancestors, Adam and Eve, were dark-skinned.

It is not generally known that the parchment used on the best banjos is made from wolf skins.
In former times deformed people were frequently thrown into prison to be kept out of sight.

Beer was the universal drink of the English until the introduction of tea and coffee, about 1650.
Frost has a variety of effects upon different products. Under the same influence eggs will burst, apples contract and potatoes turn black.

Gold is so very tenacious that a piece of it drawn into wire one-tenth of an inch in diameter will sustain a weight of 50 pounds without breaking.

There are over 100,000 words in the English language. The German language contains 80,000; Italian, 45,000; French, 30,000; Spanish 20,000.

The Court of Pope Leo XIII. comprises 1,160 persons, nearly 500 of whom bear the title of Chamberlain. He has twenty private secretaries in his employ.

Mississippi and Louisiana are the only States in the Union in which the colored inhabitants outnumber the whites.
The highest monument in the world is the Washington Monument in Washington; it is built of stone and is 555 feet in height.

The longest canal in the world is the one which extends from the frontier of China to St. Petersburg. It measures in all 4,472 miles.
Drowning as a punishment for crime was legally enforced in Scotland up to the year 1661. The same punishment prevailed in England up to a few years before that date.

FOOD for Consumptives.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites of Lime and Soda is a most wonderful food for the Consumptive. It not only gives strength and increases the flesh, but it also relieves the irritation of the throat and lungs. It is very palatable; children love it like milk, and in all wasting diseases both for adults and children it is a marvellous food and medicine. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

CHINA COAST METEOROLOGICAL REGISTER.

9th January, 1893.—At 4 p.m.

STATION.	Barom.	Therm.	Humid.	Wind.	State of Sky.	Direction of Wind.	Force of Wind.	Direction of Current.	Force of Current.
Tokio	30.08	59.0	77	SE	Cloudy	SE	10	SE	10
Yokohama	30.07	59.0	77	SE	Cloudy	SE	10	SE	10
Kobe	30.06	59.0	77	SE	Cloudy	SE	10	SE	10
Osaka	30.05	59.0	77	SE	Cloudy	SE	10	SE	10
Manila	30.04	59.0	77	SE	Cloudy	SE	10	SE	10
Cebu	30.03	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	30.02	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	30.01	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	30.00	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.99	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.98	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.97	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.96	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.95	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.94	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.93	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.92	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.91	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.90	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.89	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.88	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.87	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.86	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.85	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.84	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.83	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.82	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.81	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.80	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.79	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.78	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.77	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.76	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.75	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.74	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.73	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.72	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.71	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.70	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.69	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.68	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.67	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.66	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.65	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.64	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.63	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.62	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.61	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.60	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.59	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.58	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.57	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.56	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.55	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.54	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.53	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.52	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.51	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.50	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.49	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.48	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.47	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.46	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.45	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.44	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.43	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.42	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.41	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.40	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.39	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.38	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.37	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.36	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.35	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.34	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.33	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.32	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.31	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.30	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.29	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.28	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.27	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.26	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.25	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.24	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.23	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.22	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.21	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.20	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.19	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.18	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.17	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.16	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.15	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.14	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.13	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.12	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.11	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.10	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.09	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.08	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.07	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.06	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.05	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.04	59.0	77	SE	Cloudy	SE	10	SE	10
Hankow	29.03	59.0	77	SE	Cloudy	SE	10	SE	10
Shanghai	29.02	59.0	77	SE	Cloudy	SE	10	SE	10
Amoy	29.01	59.0	77	SE	Cloudy	SE	10	SE	10
Swatow	29.00	59.0	77	SE	Cloudy	SE	10	SE	

The Share Market.

LATEST QUOTATIONS

Hongkong and Shanghai Bank.—115 per cent. prem. buyers.

The National Bank of China, Ltd.—on 28.10. paid up.—35 per cent. dis. sellers.

The National Bank of China, Ltd.—Founders' shares, 200 per share, sellers.

The Bank of China, Japan & the Straits, Ltd.—25, sellers.

The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 200, sellers.

Chinese Imperial Loan of 1884, B—21 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent. premium.

Union Insurance Society of Canton—\$82 per share, buyers.

China Traders' Insurance Company—\$56 per share, sellers.

North China Insurance—Tls. 225 per share, sales and buyers.

Canton Insurance Company, Limited—\$100 per share, buyers.

Yantai Insurance Association—\$102, sellers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$255 per share, sellers.

Chong Fire Insurance Company—\$87½ per share, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$301 per share, sellers.

China and Manila Steam Ship Company—28 per share, buyers.

Indo-China Steam Navigation Company, Limited—150 per cent. discount, sellers.

Douglas Steamship Company—\$37 per share, sellers.

The Steam Launch Co., Limited—nominal.

Hongkong and Whampoa Dock Company—76 per cent. premium, sellers.

Geo. Fenwick & Co., Limited—\$141 per share, buyers.

Hongkong Hotel Company—\$22, sellers.

Hongkong Hotel Co.'s six per cent. Debentures—\$501.

The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.

The Shampan Hotel Co., Limited—\$5 per share, sellers.

Punjom and Sunlight Dua Samantan Mining Co.—\$44 per share, sales and buyers.

The Rauld Gold Mining Co., Limited—50 cents per share, sellers.

New Inuurs Mining Co., Limited—\$2½ per share, sellers.

The Balmoral Gold Mining Co., Limited—nominal.

Tongkui Coal Mining Co.—\$12½ per share, sales and buyers.

The Jelehu Mining and Trading Co., Limited—\$5 per share, sales and sellers.

The Selam Tin Mining Co., Limited—5 cents per share, sales and sellers.

London and Pacific Petroleum Co., Ltd.—Hfs, nominal.

China Sugar Refining Company, Limited—\$145 per share, sellers.

Luton, Sugar Refining Company, Limited—\$35, nominal.

A. S. Watson & Co., Limited—\$15 per share, sales and buyers.

Dakin, Crutchfield & Co., Limited—\$2½ per share, sellers.

Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.

The Kowloon Land Investment Co., Limited—\$8 per share, sellers.

The Hongkong Land Investment Co., Limited—\$7 per share, sellers.

The West Point Buildings Co., Limited—\$26 per share, sellers.

H. G. Brown & Co., Limited—\$15 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$45 per share, sales.

Hongkong Rope Manufacturing Company, Limited—\$100 per share, sellers.

Hongkong Gas Company—\$105 per share, sales and buyers.

Hongkong Ice Company—\$68 per share, buyers.

Hongkong and China Bakery Company, Limited—\$65 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$5 per share, sellers.

The Green Island Cement Co.—\$41 per share, sellers.

The Hongkong Electric Light Co., Limited—\$21 per share, sellers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$55 per share, sellers.

ON LONDON—Bank, T. T. 2/3

Bank Bills, on demand 2/8

Bank Bills, at 4 months' sight 2/8

Credits at 4 months' sight 2/9

Documentary Bills, at 4 months' sight 2/9

ON PARIS—

Bank Bills, on demand 3/41

Credits, at 4 months' sight 3/49

On India:—

T. T. 221½

On Demand 222

ON SHANGHAI—

Bank, T. T. 71½

Private, 30 days' sight 72½

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Capt. S. J. Ashton. Mr. J. Kiker.

Capt. Clute-buck, R.N. Mr. W. Liddle.

Mr. G. Clute-buck. Mr. E. Macleay.

Mr. G. C. Cox. Captain Moore, R.N.

Mr. and Miss Deering. Lieut. P. O'Malley.

Mr. T. Dent. Mrs. Nicol and child.

Mr. D. Hick. Mr. and Mrs. Paul.

Mr. C. Evelyn. Lieut. and Mrs. C. M.

Hon. & Mrs. Goodman. Perkins.

Mrs. Guilleaume and Mr. and Mrs. E. Sharp.

Mr. F. Henderson. Mr. F. E. Shean.

Mr. L. Haelepp. Mr. L. Starr.

Mr. F. Henderson. Mrs. Velich, a children.

Mr. Chas. H. Hill. and maid.

Mr. and Mrs. Ingham. Mrs. Warren.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adanson. Mr. V. Kofod.

Mr. Chauvel. Mr. W. H. R. Loxley.

Mr. F. East. Mr. F. Matland.

Mr. W. S. Harrison. Mr. W. R. Needham.

Mr. Thos. Howard. Mr. Medhurst.

Mr. Morton Jones. Mr. A. E. Skeels.

Mr. C. H. Gale. Mr. Sparrow.

Mr. W. H. Gaskell. Mr. Geo. L. Tomlin.

VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie. Monsieur Hamblin.

Mr. S. T. Benjamin. Mr. C. G. Hogg.

Mr. W. E. Boxhall. Miss Hogg.

Mr. Hart-Buck. Mr. and Mrs. W. Macbean.

Rev. R. F. Cobbold. Mr. Chas. C. Maloch.

Mr. Cochran. Mr. Chas. C. Maloch.

Mr. and Mrs. C. C. Mrs. Van Nieu.

Cohen. Mr. A. Ross.

Mr. J. B. Coughtrie. Mr. F. Saunders.

Mr. D. Crawford. Mr. and Mrs. W. J.

Mr. Geo. Fenwick. Saunders.

Mr. and Mrs. Harding. Mr. and Mrs. F. O.

and child. Seaton.

Monsieur Forester. Mr. Tavil.

WINDSOR HOTEL.

Mr. W. Boad. Mrs. Mitchell-Tones.

Mr. J. F. Boulton. Capt. and Mrs. Morris.

Major & Mrs. Chapman. Mr. A. Park.

Mr. S. L. Danby. Mr. and Mrs. Pigott.

Mr. G. Engel. Mr. Stephens, U.S.N.

Mr. F. Gavanilles. Mrs. F. B. Stephenson.

Mr. P. W. Johnson. Miss R. Stephenson.

Mr. J. R. Joyce. Capt. and Mrs. Stotham.

Mr. P. M. B. Lake. Captain A. Tillett.

Mr. A. McLean. Mr. A. Trant.

Captain F. Meyer. Lt.-Col. J. L. Tufnell.

Hon. N. G. Mitchell. Mrs. Tufnell.

Innes.

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer Sydney, with the outward French mail, left Saigon on the 10th instant at 5 p.m., and may be expected here about the 12th.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Belgic*, from San Francisco on the 15th ultimo, leaves Yokohama on the 7th instant, and may be expected here on the 13th.

The O. & O. S. S. Co.'s steamer *Peru* left San Francisco for this port via Yokohama, on the 4th ultimo.

The O. & O. S. S. Co.'s steamer *Oceanic*, with mails, etc., left San Francisco for this port, via Honolulu and Yokohama, on the 4th instant.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer Victoria, left Victoria, B.C., on the 17th ultimo for Hongkong via Japan.

THE AUSTRALIAN MAIL.

The E. & A. S. S. Co.'s steamer *Atala*, from Australia, left Port Darwin on the 6th instant, for this port, calling at Timor, and may be expected here about the 10th.

The C. N. Co.'s steamer *Changsha* left Thursday Island on the 5th instant for Port Darwin (12th), and Hongkong.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of China* left Vancouver on the 9th instant, and is due here on the 29th.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s *Gwalior*, from Bombay, left Singapore on the 5th instant at 1 p.m., and may be expected here on the 12th.

The P. & O. S. N. Co.'s steamer *Manila* left London for this port on the 17th ultimo.

The P. & O. S. N. Co.'s steamer *Leeward* left Bombay on the 5th instant, and may be expected here on the 23rd.

Shipping.

ARRIVALS.

WOSANG, British steamer, 1,127, W. E. Sawyer, 10th Jan.—Wuhu 5th January, Rice.—Jardine, Matheson & Co.

YARRA, French steamer, 2,137, de Mauberge, 10th Jan.—Shanghai 5th Jan. Mails and General.—Messageries Maritimes.

HANGCHOW, British steamer, 990, Derby, 10th Jan.—Canton 10th Jan. General.—Butterfield & Swire.

ARAGAO, Japanese steamer, 1,521, H. Selck, 10th Jan.—Nagasaki 5th, Coals.—Mitsui Bussan Kaisha.

LI-NING, British steamer, 1,049, W. M. Young, 10th Jan.—Shanghai 5th Jan. and Swatow 9th, General.—Jardine, Matheson & Co.

KEESUM, British steamer, 1,985, G. S. Castle, 10th Jan.—Singapore 4th Jan. General.—Arnold, Karberg & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Chuan, German steamer, for Hoibow.

Silong, British steamer, for Swatow, &c.

Viking, British steamer, for Amoy.

Hailong, British steamer, for Swatow, &c.

Aluna, German steamer, for Hoibow.

Nanyang, British steamer, for Amoy, &c.

China, American steamer, for Yokohama, &c.

Takung, British steamer, for Swatow, &c.

Thabit, British steamer, for Singapore.

Charters Tower, British steamer, for Kutchinaka.

Lightning, British steamer, for Singapore.

DEPARTURES.

Jan. 10, *Ly-se-moon*, German steamer, for Wuhu.

Jan. 10, *Peking*, British steamer, for Singapore.

Jan. 10, *Fushun*, Chinese steamer, for Canton.

Jan. 10, *Formosa*, British steamer, for Swatow.

Jan. 10, *Kailash*, German steamer, for Hongkong.

Jan. 10, *Mahila*, German steamer, for Tonkin.

Jan. 10, *Edinburgh*, British steamer, for Singapore.

Jan. 10, *Thabit*, British steamer, for Singapore.

Jan. 10, *Stam*, British steamer, for Swatow.

Jan. 10, *Takung*, British steamer, for Swatow.

Jan. 10, *Nanyang*, British steamer, for Amoy.

Jan. 10, *Viking*, British steamer, for Amoy.

Jan. 10, *Glenfrisk*, British steamer, for Shanghai.

Jan. 10, *Toonah*, Chinese steamer, for Canton.

PASSENGERS—ARRIVED.

Per *Yarra*, steamer, from Shanghai for Hongkong.—Mr. and Mrs. Chow Fong Sang, Messrs. Ross, Hong Lan San, Raker, (Sorelle), Ross, and 3 children. From Yokohama.—Messrs. Douglas Dick and Geyre. From Shanghai for Saigon.—Mr. Colomb. From Yokohama.—Mr. Bell. For Suva.—Mrs. Ames, Misses Lilli and H. Ames. For Maracalla.—Messrs. Takahashi, Berrell, and Kawakami. From Kobe for Saigon.—Mr. Ukiyan Suu. For Maracalla.—Mr. Bordes.

Per *Lionking*, steamer, from Shanghai, &c.—Messrs. Velich, Crompton, Haelepp, and 173 Chinese.

Per *Kemum*, steamer, from Singapore, 103 Chinese.

Per *Sunghang*, steamer, from Manila.—Mrs. Combs and 85 Chinese.

REPORTS.

The British steamship *Wing* reports that she left Wuhu on the 5th instant. Had light variable winds and foggy weather throughout. The British steamship *Sunghang* reports that she left Manila on the 7th instant. Had light winds and fine clear weather throughout. The British steamship *Lionking* reports that she left Shanghai on the 6th instant. Had light winds and fine clear weather throughout. Had calm and fine weather, and some fog near port.

The British steamship *Kemum* reports that she left Singapore on the afternoon of the 4th instant. Had strong head wind and high sea for the first three days; thence to port had fine weather.

Post Office.

A MAIL WILL CLOSE.

For Europe, &c., Australia, India, &c. Madras, Calcutta, and Mauritius.—Per *Yarra* to-morrow, the 11th instant, at 11 A.M.

For Saigon.—Per *Kemum* to-morrow, the 12th instant, at 4.30 P.M.

For Swatow and Bangkok.—Per *Devaungon* on Thursday, the 13th instant, at 9.30 A.M.

For Shanghai, Kobe, and Yokohama.—Per *Sunghang* on Thursday, the 12th instant, at 5 P.M.

FOR STRAITS AND BOMBAY.—Per *Bornalis* on Saturday, the 14th instant, at 11.30 A.M.

For Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per *Victoria* on Tuesday, the 17th instant, at 11.30 A.M.

For Europe, &c., via Bombay.—Per *Miras* on Thursday, the 19th instant, at 11 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

ALPHA, German steamer, 400, C. Petersen, 9th Jan.—Yokohama 6th Jan. and Hoibow 8th, General.—Wilder & Co.

BORNIDA, Italian steamer, 1,499, F. Ansaldo, 6th Jan.—Bombay 16th Dec. and Singapore 28th, General.—Carlson & Co.

BORNEO, Dutch steamer, 1,400, H. Keld, 28th Dec.—Java (Cherbon) 17th Dec. Sugar.—Jardine, Matheson & Co.

CHARTERS TOWER.

Aberdeen, 7th Jan.—Kutchinaka and Jan. Coal.—Mitsui Bussan Kaisha.

CHINA, American steamer, 2,200, Wm. B. Seabury, 10th Dec.—San Francisco 6th Dec. and Yokohama 25th, Mail and General.—P. M. S. Co.

CRUISE, German steamer, 623, W. Wendt, 8th Jan.—Halifax 3rd Jan. and Hoibow 7th, Rice and General.—A. R. Marty.

CICERO, British steamer, 1,030, A. George, 3rd Jan.—Saloon 29th December, General.—Arnold, Karberg & Co.

CLARA, German steamer, 675, H. Ipland, 30th Nov.—Canton 30th November, General.—Siemens & Co.

DONAR, German steamer, 1,200, B. Grundmann, 7th Jan.—Saloon 1st Jan. Rice and Salt.—Wilder & Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, 3rd Jan.—Vancouver 13th Dec. Yokohama 26th, Kobe 29th, and Shanghai 1st Jan. General.—C. P. R. Co.

EMERALDA, British steamer, 966, G. A. Taylor, 8th Jan.—Manila 5th Jan. General.—Shewan & Co.

FAME, British steamer, 117, Captain McIsaac.—Hongkong Government tender.

GLENKARN, British steamer, 1,207, Murray, 1st Jan.—Saloon 28th Dec. Rice and Paddy.—Jardine, Matheson & Co.

GLUCKSBURG, German steamer, 918, P. Thomsen, 8th Jan.—Saloon 3rd Jan. Rice and Paddy.—Melchers & Co.

HAILONG, British steamer, 783, J. S. Roach, 7th Jan.—Tamsui 3rd Jan. Amoy 5th, and Swatow 6th, General.—D. I. Sprack & Co.

HEBE, Norwegian steamer, 1,669, F. W. Manton, 28th Dec.—Batoum 6th Nov. Petroleum.—Order.

NURNBERG, German steamer, 3,207, B. Blanke, 8th Jan.—Yokohama 31st Dec. Mails and General.—Melchers & Co.

ORION, Austrian steamer, 1,760, G. Wallutich, 31st Dec.—Tientsin 1st Nov. and Singapore 24th Dec. General.—D. Sassoon, Sons & Co.

PAOTING, British steamer, 1,088, Thos. Cyles, 9th Jan.—Canton 4th Jan. General.—Butterfield & Swire.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

SOOCHOW, British steamer, 990, N. Martin, 1st Jan.—Canton 1st Jan. General.—Butterfield & Swire.

STRATHELYDE, British steamer, 2,151, L. Whyte, 6th Jan.—New York 3rd Nov. General.—Doddwell, Carlill & Co.

TAI-YUEN, British steamer, 1,459, R. Nelson, R.N.R., 5th Jan.—Nagasaki 31st Dec. General.—Butterfield & Swire.

VELOX, German steamer, 636, H. R. Gontard, 28th Nov.—Canton 28th Nov. General.—Wilder & Co.

SAILING VESSELS.

LTAIR, British bark, 33, Munro, 18th Dec.—Tientsin, Beas.—Butterfield & Swire.

CHURCHSTON, British bark, 473, W. Bullin, 24th Dec.—Fremantle 10th October. Sandalwood.—Siemens & Co.

ELKNOON, Chinese bark 477, Optum Examination bulk, Stonecutters Island.—Chinese Customs.

HARVARD, American bark, 982, L. A. Colcord, 25th Nov.—Singapore 21st Oct. Timber.—Maiter.

JERRY, American schooner, 40, Edwards, 23rd Dec.—Yap and Pelieu, 27th November, Ballant.—Wilder & Co.

JOHN BARZLEY, American bark, 700, F. P. Shepherd, 16th Dec.—Chico 8th Dec. General.—Master.

LOTH, British bark, 718, P. Gardello, 13th Dec.—Canton 8th August, Old Iron and Brass.—D. Munro & Co.

NAM-SHUN-SHING, Chinese schooner, 300, Luk Lai-on, 24th August.—Yee-on 11th Aug. Timber.—Yung Kee.

NICOYA, British bark, 595, T. Nottle, 16th Nov.—Bangkok 6th November, Timber.—Wilder & Co.

WM. J. BORTH, American ship, 1,664, Geo. L. Gray, 3rd Dec.—San Francisco 13th Oct. Flour.—Fong Sang & Co.

WM. W. CRAPP, American bark, 1,073, W. W. Hardy, 6th Jan.—San Francisco 17th Nov. Flour.—Melchers & Co.

RIVER STEAMERS.

Fathian, British steamer, 2,260, W. J. Risby, H. C. & M. S. Co.

Hankow, British steamer, 2,336, Lloyd.—Butterfield & Swire.

Hongkahn, British steamer, 1,955, W. E. Clarke, H. C. & M. S. Co.

Huam, British steamer, 1,377, G. B. Lefavour.—Hongkong, Canton, and Macao Steamboat Co.

King-chow, British steamer, 281, H. C. & M. S. Co.

Kwong-mo, British steamer, 400, J. McKenna.—Malacca & Co.

Pan, Chinese steamer, 224, J. W. Stirling.—Yokohama.

Powah, British steamer, 1,350, S. W. Gough.—Hongkong, Canton, and Macao Steamboat Co.

Teloo, British steamer, 723, G. B. Lefavour.—Chinese.

White Cloud, British steamer, 723, A. C. Lefavour.—H. C. & M. S. Co.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belgic Thursday, 19th Jan. 93.
Oceanic Thursday, 9th Feb. 93.
Gaile Tuesday, 28th Feb. 93.

THE Steamship "BELGIC".

will be despatched for San Francisco, via Yokohama and Honolulu, on THURSDAY, the 19th January, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... \$225.00
 To Liverpool and London 335.00
 To Paris and Bremen 345.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	By Rail.	By Ship.
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	292.50	299.00
St. Paul, Minn., Minneapolis, Minn.	292.50	299.00
Chicago, Ill.	297.50	304.00
Milwaukee, Wis.	297.50	304.00
Cincinnati, Ohio	302.50	309.00
Columbus, Ohio	304.00	310.50
Detroit, Mich.	304.00	310.50
Cleveland, Ohio	306.50	313.00
Toronto, Canada	309.00	315.50
Pittsburg, Penn.	310.50	317.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	317.50
Washington, D.C., Baltimore, Md.	317.00	323.50
Philadelphia, Penn.	317.50	324.00
New York	317.50	324.00
Boston, Mass.	321.15	327.65
Portland, Maine	327.25	333.75

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months	\$337.50
12 months	\$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to Through fares from China and Japan to Europe.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to Through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
 Hongkong, 21st December, 1892.

Intimations.

LEVY HERMANOS.
 JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.
 Sole Agents for PATHE PHILIPS & Co., Genes. A great variety in Fancy Goods.
 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.
 Hongkong, 31st January, 1893.

G. FALCONER & CO.
 WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
 NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
 No. 48, Queen's Road Central. [632]

CHS. J. GAUPP & CO.
 CHRONOMETER, WATCH, AND CLOCKMAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS.
 CHARTS AND BOOKS.
 Sole Agents for Louis-Audemar's Watches awarded the highest Prizes at every Exhibition; and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
 No. 7, Queen's Road Central. [633]

SIEN TING.
 SURGEON DENTIST.
 No. 30, PAGULAN STREET.
 TERMS VERY MODERATE.
 Consultation free.
 Hongkong, 27th September, 1892. [666]

FIRST CLASS WORKMANSHIP AND MODERATE FEES.
M. R. WONG TAI-FUNG.
 Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Mr. Rogers), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).
 CONSULTATION FREE.
 Hongkong, 24th Jan., 1893. [641]

HONGKONG TIMBER YARD, WANCHAI.
 OREGON PINE SPARS AND LUMBER Always on Hand.
 L. MALLORY.
 Hongkong, 24th Jan., 1893. [641]

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

China Wednesday, 11th Jan.
Peru Saturday, 28th Jan.
City of Rio de Janeiro Saturday, 18th Feb.

THE U. S. Mail Steamship.

"CHINA" will be despatched for SAN FRANCISCO, via YOKOHAMA, on WEDNESDAY, the 11th Jan., at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... \$225.00
 To Liverpool and London 335.00
 To Paris and Bremen 345.00
 To Have and Hamburg 335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip
Kansas City, Mo., Omaha, Neb.	285	